



Eastside Corridor: Finding a Solution

Community Guide

TO THE

Draft Environmental Impact Statement

December 2004



Si usted quisiera una copia de este documento en español, por favor llame el Miguel Castillo a (509) 667-2860.



**Washington State
Department of Transportation**

How to Get Involved

Learn about the Eastside Corridor Project

Use this workbook as a guide to get background on the project, obtain descriptions of the project Alternatives and study the process used to address traffic problems along this critical corridor. An overview of the project can also be obtained from the project Web site at www.wsdot.wa.gov/projects/SR28WenatcheeEastsideCorridor.



Review the Draft Environmental Impact Statement (DEIS)

Begin by using this guide to obtain an overview of the DEIS. Find the topics that interest you most and then consider examining the executive summary of the DEIS, available at www.wsdot.wa.gov/projects/SR28WenatcheeEastsideCorridor.

You can review the complete DEIS at:

Wenatchee Public Library
310 Douglas Street
Wenatchee, WA 98801
(509) 662-5021

East Wenatchee Community Library
271 Ninth Street NE
East Wenatchee, WA 98802
(509) 886-7404

Copies of the DEIS can be obtained from WSDOT for a cost of \$75.00 which does not exceed the cost of reproduction or distribution. CD copies are also available for a cost of \$5.00 each.

Attend the Public Hearing

The public hearing provides you an ideal opportunity to learn more about the DEIS, view displays, ask questions of agency staff and comment on the DEIS.

date & time: **January 26, 2005, 4:00 — 8:00 pm**

location: **Eastmont Junior High School**
905 Eighth Street NE
East Wenatchee

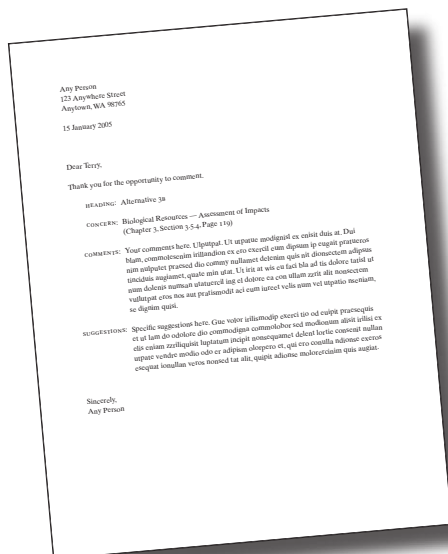


Submit Comments

You can offer your comments on the DEIS in four ways: orally at the public hearing, in writing via mail or electronically via the project Web site. The DEIS comment period begins December 15, 2004 and will end on February 17, 2005. Address written comments to:

WSDOT
Terry Mattson, Project Engineer
PO Box 98
Wenatchee, WA 98807

Submit comments via the Web by clicking the "Comment on DEIS" link at:
www.wsdot.wa.gov/projects/SR28WenatcheeEastsideCorridor



The Eastside Corridor Project

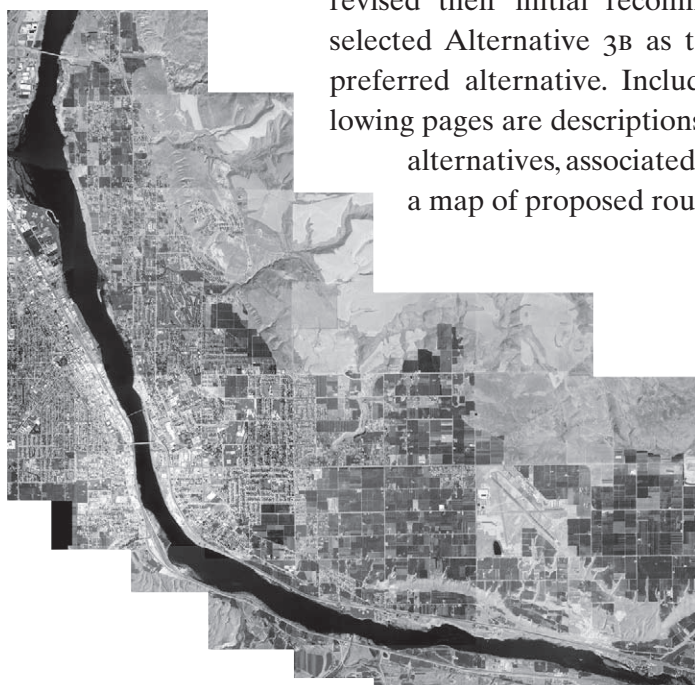
State Route 28 (SR 28) between the Odabashian Bridge and Downtown East Wenatchee, also known as the Sunset Highway, has long presented safety and mobility concerns for the thousands of vehicles that travel this route daily. Currently, the corridor is ranked by the Washington State Department of Transportation (WSDOT) as the fifth-worst corridor in the North Central Region. The problem will only continue to escalate as the population in the Greater East Wenatchee area is expected to grow from 24,000 to over 40,000 citizens in the next twenty years.

WSDOT, Douglas County and the City of East Wenatchee are determined to meet the needs of the community while improving the ability of the corridor to move people and products. The Eastside Corridor project was developed to respond to congestion, safety and access problems in the region by identifying a transportation alternative that addresses these issues.

Citizen input has been essential to moving this effort forward and preparing the DEIS. A series of community forums and stakeholder workshops helped identify citizen concerns and ideas. This led to the creation of four project alternatives and the selection of a preliminary preferred alternative (Alternative 3A) in 2002. Further refinement and study of public input led to the inclusion of an additional alternative in the DEIS, Alternative 3B. After careful evaluation of all of the alternatives against a variety of environmental impacts, WSDOT recently revised their initial recommendation and selected Alternative 3B as the preliminary preferred alternative. Included in the following pages are descriptions of each of the alternatives, associated challenges and a map of proposed routes.



East Wenatchee with Columbia River in foreground.



Aerial view of SR 28 Eastside Corridor study area.



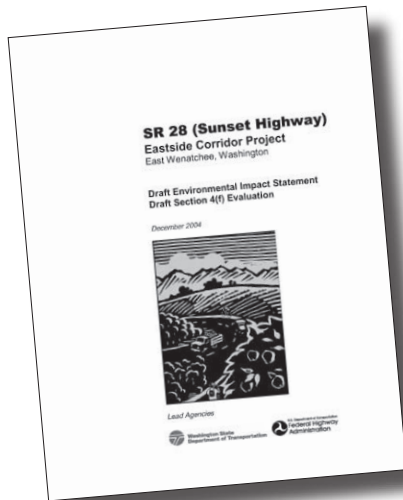
Traffic on SR 28 in the vicinity of SR 28 and 34th Street NE.

What is an EIS?

An Environmental Impact Statement, or EIS, is an in-depth analysis of all options considered in a project. An EIS serves to:

- Identify and describe potential environmental impacts of the project and alternatives under consideration.
- Propose actions that will help mitigate unavoidable impacts.
- Help decision makers identify the best possible options.
- Provide the public with an opportunity to review and comment on project impacts.

Where significant impacts are identified, the EIS includes ways to lessen or avoid such impacts. An EIS is first issued as a Draft Environmental Impact Statement (DEIS) to allow for review and comment on the accuracy and thoroughness of the environmental analysis. Once all issues have been addressed, the Final Environmental Impact Statement (FEIS) will be published.



DEIS Review Schedule

DECEMBER 15, 2004	DEIS issued Comment period begins
JANUARY 26, 2005	Public hearing for DEIS
FEBRUARY 17, 2005	Close of comment period

How the DEIS is Organized

The DEIS documents the environmental analysis conducted from mid-2001 through 2004. The eight chapters included in the DEIS are:

EXECUTIVE SUMMARY

This brief presentation of the full document identifies project alternatives, the major impacts of each and future steps.

chapter 1: **PURPOSE & NEED**

Provides project overview, location description, characteristics, purpose and history.

chapter 2: **ALTERNATIVES CONSIDERED**

Presents proposed alternative alignments. These include:

- No Build Alternative
- 1 One-way Couplet: Sunset Highway + NW Cascade Avenue
- 2 Widen Sunset Highway: 5 Lanes +
Widen NW Cascade Avenue: 3 Lanes
- 3A Widen Sunset Highway: 5 Lanes +
Extend Eastmont Avenue North
- 3B Widen Sunset Highway: 4 Lanes with Median +
Extend Eastmont Avenue North
- 4 Western Route: Predominantly 300 Feet from the
Ordinary High Water Mark of the Columbia River

chapter 3: **AFFECTED ENVIRONMENT &
ENVIRONMENTAL CONSEQUENCES**

Summarizes the twenty environmental areas associated with the alternative alignments, including air quality, water resources, historic resources, recreation and farmland.

chapter 4: **COMMENTS & COORDINATION**

Reviews the public involvement plan and public comments regarding the project.

chapter 5: **REFERENCES**

chapter 6: **DISTRIBUTION LIST**

chapter 7: **LIST OF PREPARERS**

chapter 8: **INDEX**

appendices: **A - Discipline Reports**

B - Draft Section 4(f) Evaluation

Alternatives Studied

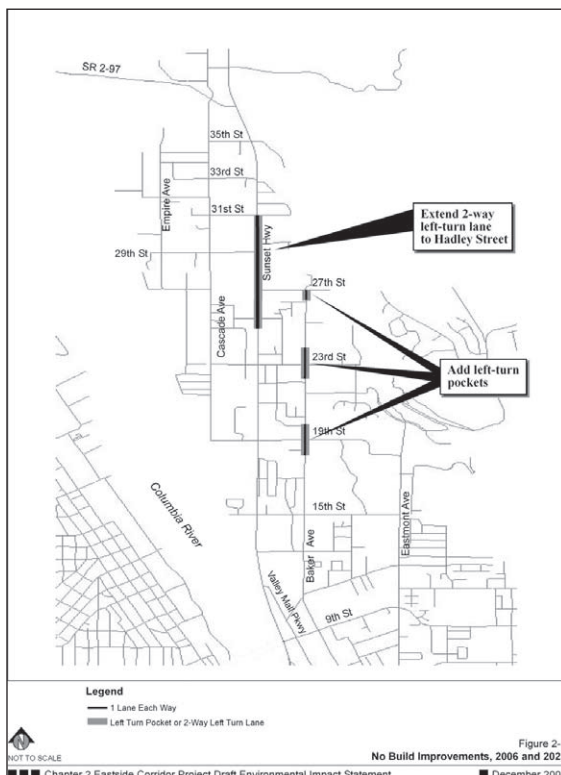
The DEIS contains analysis on six alternatives, a No Build Alternative and five alignment alternatives, one of which is the preliminary preferred alternative. Both the National Environmental Policy Act and State Environmental Policy Act (NEPA and SEPA) require the inclusion of a “no build alternative” in all environmental impact statements. The outcome of the environmental process is the identification of the preferred alternative alignment, which is preliminarily identified as Alternative 3B (Widen Sunset Highway: Four Lanes with Median and Extend Eastmont Avenue North) in the DEIS. Please refer to Chapter 2 in the DEIS for a detailed description of all alternatives.

No Build Alternative

The No Build Alternative generally includes all of the existing committed and funded highway and transit improvement projects in the study area. This alternative provides a baseline for assessing the impacts of the specific improvements proposed for each of the build alternatives.

The roadway system proposed for the No Build Alternative would continue to operate substantially as it does today. Sunset Highway would continue to be the primary north-south travel corridor in the Greater Wenatchee Area. This section of the Sunset Highway would experience decreased speeds as traffic volumes increase. Substantial

queues would be expected on some cross streets during peak periods due to the volume of traffic on Sunset Highway and the lack of channelization on cross streets. A number of planned small-scale improvements would be made by Douglas County and the City of East Wenatchee to other roads in the area as part of this alternative.



Preliminary Preferred Alternative

The WSDOT and the Federal Highway Administration (FHWA) have selected Alternative 3B (Widen Sunset Highway to Four Lanes with a 12-foot Median and Extend Eastmont Avenue North to the intersection of SR 2-97 and Sunset) as the preliminary preferred alternative for the Eastside Corridor Project. Alternative 3B is a revision to the initially recommended of Alternative 3A (Widen Sunset Highway to Five Lanes and Extend Eastmont Avenue North to the intersection of SR 2-97 and Sunset) in 2003. Alternative 3B limits left-turn opportunities entering onto and leaving from Sunset to the two existing signalized intersections and six new signal locations. Alternative 3B was included in the DEIS and evaluated with the other alterna-

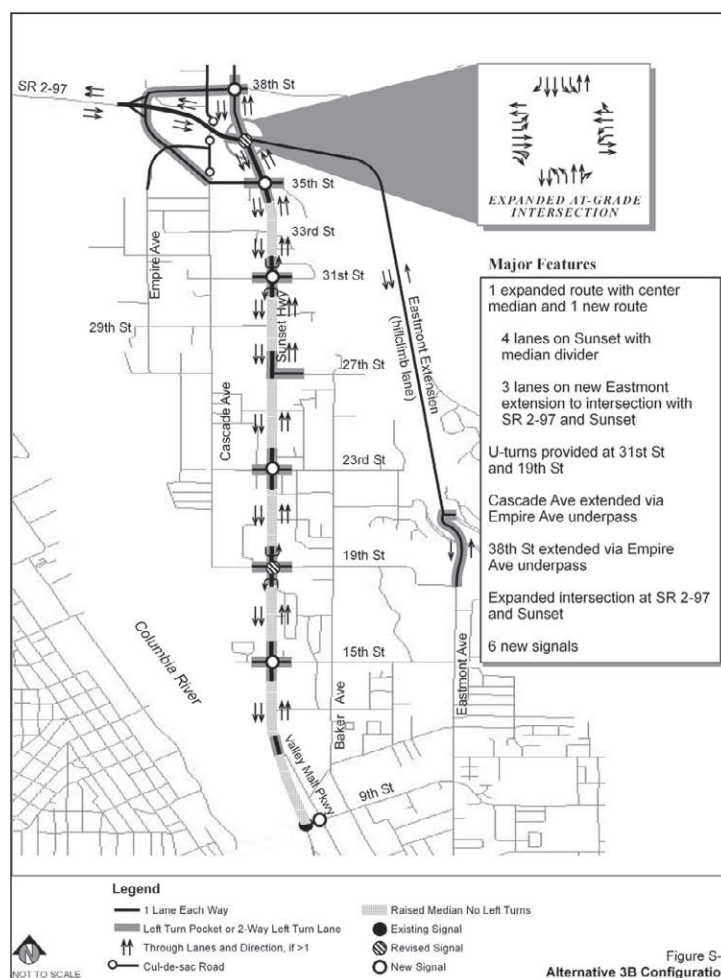
tives against twenty different environmental elements. Alternative 3B demonstrated less impact on neighborhoods and communities and also was shown to reduce the number of accidents, improve congestion and increase mobility more than Alternative 3A. It has been preliminarily determined to be the most favorable alignment for functional efficiency, environmental, social and economic effects and was preliminarily recommended for implementation.

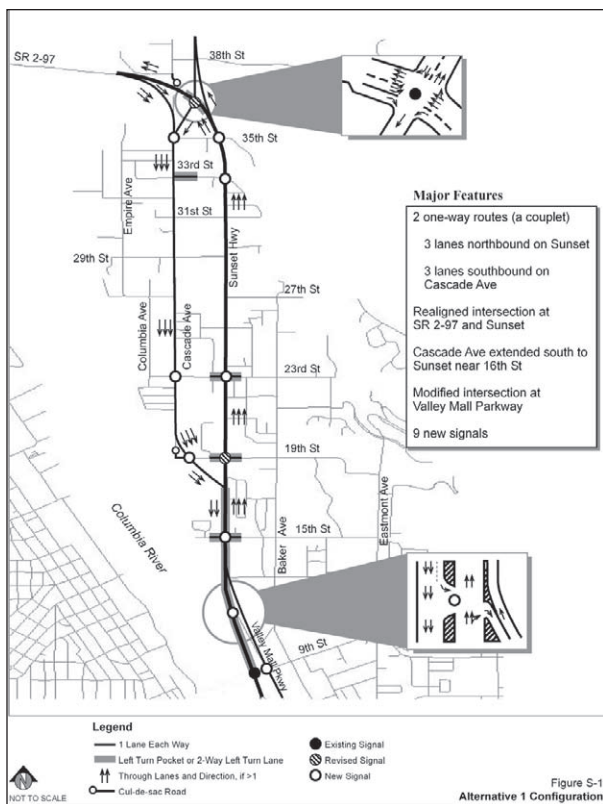
Final selection of the preferred alternative is subject to revision pending on public hearings, comments on the DEIS and any other pertinent information that may become available. Please refer to Chapter Two of the DEIS document for a description of the selection process.

Alternative 3B – Preliminary Preferred Alternative

WIDEN SUNSET HIGHWAY: 4 LANES WITH MEDIAN + EXTEND EASTMONT AVENUE NORTH

- Widen Sunset Highway to four lanes between SR 2-97 and 9th Street NE.
- Construct 12-foot median divider.
- Reconstruct two existing intersections to allow U-turns.
- Modify Sunset Highway and SR 2-97 and connect with Eastmont Avenue Extension.
- Replace intersection between SR 2-97 and NW Cascade Avenue with interchange using existing structure and extend NW Cascade Avenue to new interchange.
- Extend NW Empire Avenue to NW Cascade Avenue Extension.
- Extend 38th Street NW to new interchange.
- Install six new traffic signals and make minor improvements to a number of existing streets.



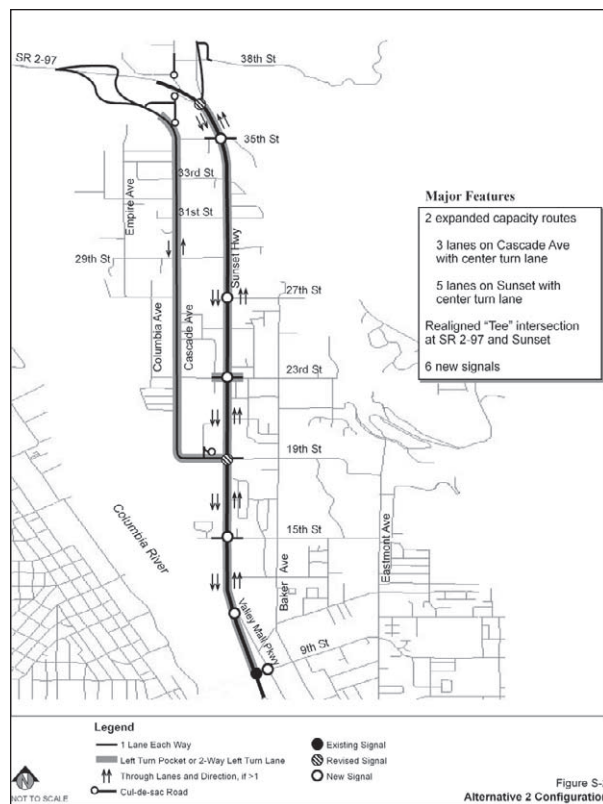


Alternative 1

ONE WAY COUPLET: SUNSET HIGHWAY + CASCADE AVENUE

This route would consist of a one-way couplet, a pair of three-lane one-way streets. Access at all intersections and properties along Sunset Highway and NW Cascade Avenue would remain.

- Convert Sunset Highway to a three lane, one-way northbound street between 35th Street NW and 16th Street NE.
- Widen Cascade Avenue to three lanes and convert to a one-way southbound route to the south of SR 2-97.
- Extend Cascade Avenue at the south end to connect with Sunset Highway at 17th Street NE.
- Replace Sunset Highway and SR 2-97 intersection.
- Convert Valley Mall Parkway and Sunset Highway intersection to a single southbound lane on Valley Mall Parkway.
- Install nine new traffic signals and revise two signals.

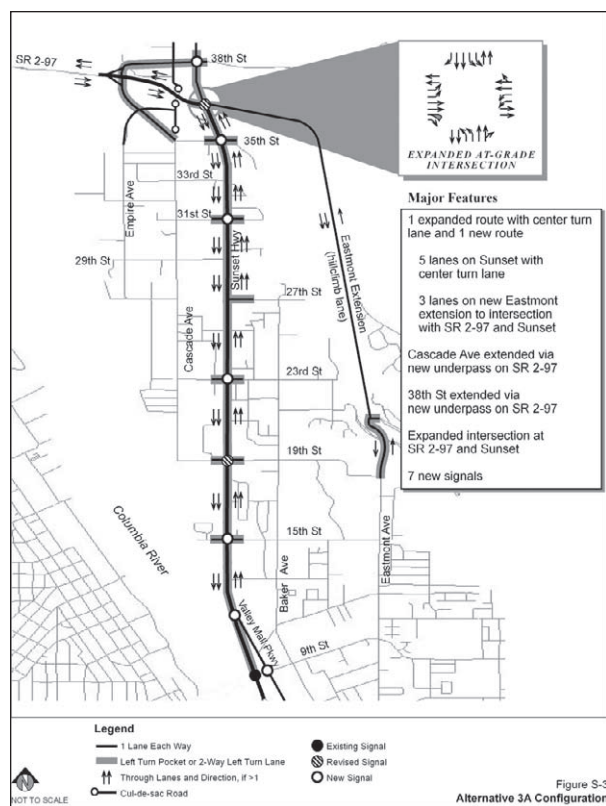


Alternative 2

WIDEN SUNSET HIGHWAY: 5 LANES + WIDEN NW CASCADE AVENUE: 3 LANES

Sunset Highway would be widened with two through-lanes in each direction with a two-way, left-turn lane in the center. The widening would minimize impacts to the existing residences and businesses along the highway.

- Widen Cascade Avenue to three lanes, including center turn-lane, and extend to connect with existing Sunset Highway at 19th Street NE.
- Convert Sunset Highway to five lanes with a continuous center lane between SR 2-97 and 9th Street NE.
- Redesign Sunset Highway and SR 2-97 intersection with a new "Tee" intersection that would allow for SR 2-97 realignment.
- Install signals at Valley Mall Parkway and Sunset Highway intersection.
- Provide interchange between SR 2-97 and NW Cascade Avenue.
- Install six new signals.

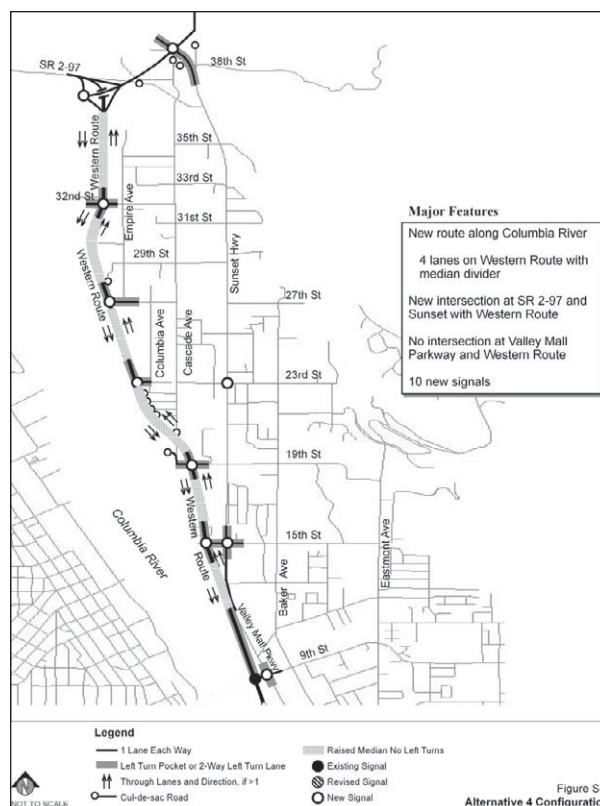


Alternative 3A

WIDEN SUNSET HIGHWAY: 5 LANES + EXTEND EASTMONT AVENUE NORTH

Eastmont Avenue would be widened to three lanes and extended to SR 2-97. The widening of Sunset Highway would minimize impacts to the existing residences and businesses along the highway.

- Widen Sunset Highway to five lanes with a center two-way, left-turn lane between SR 2-97 and 9th Street NE.
- Modify Sunset Highway and SR 2-97 intersection to connect with Eastmont Avenue extension.
- Replace intersection between SR 2-97 and NW Cascade Avenue with interchange using existing structure and extend NW Cascade Avenue to new interchange.
- Extend NW Empire Avenue to NW Cascade Avenue Extension.
- Extend 38th Street NW to new interchange.
- Install signals at Valley Mall Parkway and Sunset Highway intersection.
- Install seven new signals.



Alternative 4

WESTERN ROUTE: PREDOMINANTLY 300 FEET FROM THE ORDINARY HIGH WATER MARK OF THE COLUMBIA RIVER

This alignment lies west of the existing Sunset Highway and complies with the provisions of the Shoreline Management Act by staying outside of the 200-foot-zone of the Columbia River Ordinary High Water Mark (OHWM).

- Construct new alignment with two lanes each direction and a median divider between SR 2-97 and intersection of Sunset Highway and 13th Street NE.
- Provide interchange and intersection at SR 2-97 to connect to the new alignment.
- Widen Sunset Highway to five lanes with center turn lane at connection with new alignment.
- Eliminate intersection at Valley Mall Parkway and Sunset Highway.
- Install ten new signals along new alignment.

Analysis of Impacts

The DEIS analyzed impacts of each project alternative on twenty different environmental elements such as air quality, noise and traffic, farmland, biological resources, recreation, visual quality, hazardous materials and cultural resources. For most environmental elements, the alternatives were found to have beneficial or minor impacts. The following section will look at the five areas that may sustain the most substantial and diverse impacts. To review a complete report of impacts, please refer to Chapter 3 of the DEIS.



The project will help keep vehicles moving along Sunset Highway.

Transportation

All projects would improve mobility, safety and congestion. However, each alternative has different levels of effectiveness, measured in part by average speed on SR 28 and surrounding streets.

TRAFFIC EFFECTIVENESS IN 2025	No Build	Alt. 1	Alt. 2	Alt. 3A	Alt. 3B	Alt. 4
	Alt.					
Average Speed: SR 28 Corridor (mph)	15.1	33.7	25.7	30.6	32.4	33.8
Average Speed: East-West Streets (mph)	11.7	19.0	17.8	18.7	20.1	18.7
Delay in Eastside Study Area (hours)	813	247	311	239	198	202
Unprotected Left-turns & Through Movements (no.)	531	164	356	326	0	266
East-West Access to Eastmont Avenue (volume)	1374	1335	1351	570	509	1275
Average Travel Time Across Columbia River (min.)	17.3	15.3	15.8	15.8	14.7	15.2
Delay in Region Outside the SR 28 Corridor (hours)	6392	6297	6396	6314	6390	6357
Unweighted Sum of Rank Scores	37	13	27	18	12	14
Overall Rank Order	6	2	5	4	1	3



The grange will not be adversely impacted.

Historic Resources

The area surrounding the Eastside Corridor contains a number of historic resources. As a result, each alternative will impact some historic properties, but there are variations.

IMPACTS ON PROPERTIES ELIGIBLE FOR LISTING ON NATIONAL REGISTER OF HISTORIC PLACES	No Build	Alt. 1	Alt. 2	Alt. 3A	Alt. 3B	Alt. 4
	Alt.					
Potentially Impacted Properties	0	12	12	9	9	8
Indirect Non-adverse Impacts	0	7	4	4	4	1
Direct Adverse Impacts Requiring Removal	0	3	6	5	5	7

Economic Benefits & Relocations

Project costs for each alternative will help boost the local economy, although there are negative impacts created by relocating businesses and residents.

ESTIMATED PROJECT COSTS, IN MILLIONS	No Build Alt.	Alt. 1	Alt. 2	Alt. 3A	Alt. 3B	Alt. 4
Estimated Project Costs	\$ 3.0	\$ 138.1	\$ 139.7	\$ 151.6	\$ 151.6	\$ 121.4

PROPERTIES TO BE ACQUIRED	No Build Alt.	Alt. 1	Alt. 2	Alt. 3A	Alt. 3B	Alt. 4
Residential	0	131	156	110	110	84
Business	0	13	14	10	10	11
Lots	0	4	4	1	1	7
Other	0	0	1	0	0	0
Total	0	148	175	121	121	102



Construction will create jobs for local workers.

Social Impacts

Many elements were considered in evaluating the social impact of each alternative. Impacts to recreation opportunities, neighborhoods, services, schools, access to properties, traffic congestion, aesthetics and quality of life were all analyzed and measured.

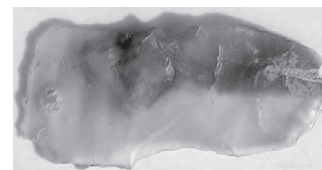
While many of these measurements are qualitative, Alternatives 3A and 3B have the fewest negative impacts. The No Build Alternative has the most negative impact, followed by Alternatives 1 and 2. Alternative 4 scores slightly better, but not nearly as well as 3A and 3B.



No schools will be impacted by the proposed alternatives.

Cultural Resources

There are locations within the Study Area that are identified as archaeological sites, as native tribes are known to have used the land for thousands of years. All alternatives will have a potential impact. Strict measures will be taken with the project to avoid cultural artifacts and resources or recovering and documenting them when necessary.



Cultural artifacts will be treated with great care.

Mitigation Opportunities

The DEIS presents a number of ways to mitigate environmental impacts created by the proposed alternatives. A few examples of these measures are briefly identified below. To learn more about mitigation opportunities, please review Chapter 3.

Wetlands



Construction impacts within wetlands will be limited as much as possible. Vegetation that is cleared will later be restored to its former condition.

Fish Habitat, Wildlife & Endangered Species



Surface water runoff control and treatment will be used to minimize pollution.

Recreation



Residents will be notified of temporary restrictions to a few access points for the Apple Capital Recreation Loop Trail. Additional efforts will be taken to avoid dust and noise emission.

Community Sustainability



Sidewalks, crosswalks, bike lanes and pedestrian signals will be designed to assist pedestrians and bicyclists.

Relocations



Relocation and acquisition assistance will be provided for all displaced property owners and tenants.

Transportation



Temporary access to areas affected by the project will be maintained and provided during construction.

How to Most Effectively Comment on the DEIS

The public comment period for the DEIS begins December 15, 2004 and will end February 17, 2005. WSDOT encourages citizens to share their ideas and opinions and communicate concerns with the proposal. Comment letters should plainly identify the alternative(s) or issue(s) of concern. Comments must also be specific and reference a particular section or topic within the DEIS. Consider discussing project impacts and offering suggestions or alternate solutions. Clear, concise and organized language is most effective.

All public comments will be included in the official record of the environmental review process.

Sample Comment Letter Format

Your name here
Your address here

Dear Mr. Mattson:
Thank you for the opportunity to comment.

HEADING: Alternative OR Issue

CONCERN: Biological Resources —
Assessment of Impacts
(Chapter 3, Section 3.5.4, Page 119)

COMMENTS: Your comments here. Please be
as specific as possible.

SUGGESTIONS: Specific suggestions here.

< repeat as necessary >

Sincerely,
Your signature here

CONTACT INFORMATION

Visit the project Web site.

www.wsdot.wa.gov/projects/SR28WenatcheeEastsideCorridor



Learn more about this project
and upcoming public events.

Call with questions.



Terry Mattson, or
Miguel Castillo
(509) 667-2860

Mail us your comments.



WSDOT
Terry Mattson, Project Engineer
PO Box 98
Wenatchee, WA 98807

Fax us your comments.



Fax: (509) 667-2855

Submit your comments via the Web.



www.wsdot.wa.gov/Projects/SR28WenatcheeEastsideCorridor/feedback



Americans with Disabilities Act (ADA) Information

If you would like copies of this document in an alternative format — large print, Braille, cassette tape, or on computer disk — please call Washington State Telecommunications Relay Service TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to (360) 705-7097.

Title VI: Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información para el Acta de Norteamericanos con Impedimentos

Las personas que deseen obtener los materiales impresos en otro formato o que requieran acomodo razonable pueden comunicarse con Miguel Castillo al (509) 667-2860. Las personas con discapacidades auditivas pueden llamar al servicio de transmisión por teletipo del Estado de Washington al 1-800-833-6388, teletipobrilie 1-800-833-6385, voz 1-800-833-6384 y pedir que lo comuniquen con el patrocinador de la recepción.

Título VI: Declaración al público

El Departamento de Transporte del Estado de Washington garantiza el total cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, prohibiendo cualquier discriminación por raza, color, nacionalidad y sexo en la entrega de beneficios y servicios. Para servicios de traducciones llame al teléfono (509) 667-2860. Es necesario hablar Inglés básica para poder responder a su solicitud en una manera adecuada. Para más información sobre el Programa Título VI del Departamento de Transporte, comuníquese con el coordinador del Programa Título VI al teléfono (360) 705.7098.